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General Counsel

Teresa L. Highsmith

Ex-Officio

William Rawlings
City Manager Representative

ORANGELINE DEVELOPMENT AUTHORITY/ECO-RAPID TRANSIT LEGISLATIVE SUB COMMITTEE MEETING

May 12, 2021

5:45 PM Meeting
TELECONFERENCE MEETING VIA ZOOM
LINK: [HTTPS://ZOOM.US](https://zoom.us) - ID: 8182883291
OR BY PHONE AT: 301 715 8592

AGENDA

Public comments on items on the agenda will be taken at the time the item is called and are limited to 3 minutes per speaker.

1. Call to Order
2. Pledge of Allegiance
3. Roll Call and Introduction of Attendees
4. Consent Calendar

The items listed under the Consent Calendar are considered routine and will be enacted by one motion. There will be no separate discussion of these items unless a Board member or the General Public so requests, in which event the item will be removed from the Consent Calendar and considered separately.

- a. Approval of Minutes of March 14, 2018

End of Consent Calendar

5. Public Comments
Those presenting public comments on items not on the agenda will be heard at this time
6. Update and/or Action Regarding State Transportation Funding
7. Update and/or Action Regarding Federal Transportation Funding
8. Communication Items to the Committee
9. Communication Items from the Committee
10. Adjournment



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Materials related to any item on this agenda submitted to the Orangeline Development Authority, including any materials submitted to the Authority after distribution of the agenda packet, are available for public inspection in the Orangeline Development Authority's office located at 16401 Paramount Blvd, Paramount, CA 90723 during normal business hours. For more information, you can contact Michael R. Kodama at mkodama@eco-rapid.org

**DRAFT
MINUTES OF THE
LEGISLATIVE SUB-COMMITTEE MEETING OF
THE ORANGELINE DEVELOPMENT AUTHORITY/ECO-RAPID TRANSIT**

**March 14, 2018
City of Glendale**

CALL TO ORDER

Burbank-Glendale-Pasadena Airport Authority Alternate Board Member and Committee Chair, Frank Quintero called the meeting to order at 5:05 p.m. at the Gateway Cities Council of Governments, City of Paramount

ROLL CALL AND INTRODUCTION OF ATTENDEES

Authority Board Subcommittee Members:

Frank Quintero, Legislative Committee Chair and Board Alternate, Burbank-Glendale-Pasadena Airport Authority
Zareh Sinanyan, Eco-Rapid Transit Chair and Board Member, Burbank Glendale Pasadena Airport Authority
Cristian Markovich, Eco-Rapid Transit Internal Auditor, Councilmember City of Cudahy

Others:

Michael R. Kodama, Executive Director, Eco-Rapid Transit
Karen Heit, Deputy Executive Director, Eco-Rapid Transit
Julia Brown, Metro
Norm Emerson, Emerson & Associates
Lillian Burkenheim, Community Planning and Development Director, Eco-Rapid Transit
Allyn Rifkin, Transportation Planner/Engineer, Eco-Rapid Transit

ITEM 4 – CONSENT CALENDAR

Approval of Minutes of October 11, 2017.

Frank Quintero was the only member of the sub-committee present at this meeting. There was not a quorum to approve the minutes of July 12, 2017.

ITEM 5 – PUBLIC COMMENTS

There were no public comments.

ITEM 6 – UPDATE AND/OR ACTION REGARDING LEGISLATIVE SUB-COMMITTEE MEETING

Legislative Sub-Committee Chair, Mr. Frank Quintero discussed the need for a coordinated plan by the Eco-Rapid Transit Board members to reach out to the MTA Board members and key legislators in the next few weeks. The MTA Board and elected officials should hear from our Members about the importance of the WSAB Line. Several Board members will be meeting this week with County Supervisor Janice Hahn.

There followed a discussion regarding the potential to introduce self-driving cars as a form of public transportation in the City of Cudahy. aiPod is a start-up tech transportation company that has approached Cudahy to partner on a demonstration project. Support and funding for the effort are pending. Peter Haderlein and Marisa Wang of aiPod were on hand to elaborate further on the proposal. There followed a general discussion on how this service might be incorporated into future transit lines. City of Cudahy asked for support for this potential project that covers first/last mile for connecting Cudahy to Eco-Rapid Transit station areas. This was an informational item and will be discussed by the Eco-Rapid Transit Board of Directors.

MOTION: No action was taken as this is an informational item.

ITEM 7 – COMMUNICATION ITEMS TO THE COMMITTEE

There were no communication items to the committee.

ITEM 8 – COMMUNICATION ITEMS FROM THE COMMITTEE

There were no communication items from the committee.

ITEM 9 – ADJOURNMENT

Sub Committee meeting was adjourned at 6:05 pm

Chair

Approved:

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AGENDA REPORT

TO: Members of Eco-Rapid Transit Board of Directors
FROM: Michael Kodama, Executive Director
DATE: May 12, 2021
SUBJECT: UPDATE AND/OR ACTION REGARDING STATE TRANSPORTATION FUNDING

Public comments on items on the agenda will be taken at the time the item is called and are limited to 3 minutes per speaker

ISSUE

Staff is providing an update to the Legislative Sub-Committee on State Transportation Funding issues and seeks input for the Eco-Rapid Transit Board of Directors.

BACKGROUND

Eco-Rapid Transit’s 34-mile corridor includes the north from Burbank Airport to Union Station and the south from Artesia to Union Station. The 14-mile northern corridor is an existing regional rail corridor. The 19.4-mile southern corridor from Artesia to Union Station is now known as the West Santa Ana Branch light rail transit project.

State funding is available for improvements in both corridors. In the north, this is considered part of the California High Speed Rail Authority’s Burbank to Union Station segment.

In the south, Eco-Rapid Transit has received state planning funds. State legislators enacted “The Road Repair and Accountability Act of 2017” (SB 1) which has supported the implementation of many transportation improvement projects. Metro has been awarded \$300 million through the State Transit and Intercity Rail Capital Program (TIRCP) as part of a larger program of project (SB 1 funds and Cap and Trade auction revenues). Metro also committed an additional \$23 million of State SB-1 formula Local Partnership Program (LPP) funds.

Unfortunately, the level of investment is still not adequate to meet the mobility needs of Los Angeles County, nor provide sufficient funds to meet the priority of reducing greenhouse gas (GHG) emissions in the transportation sector. While the California State Transportation Agency (CalSTA) administered “*Transit and Intercity Rail Capital Program*” (TIRCP) has been a very successful investment grant program, this successful program is way oversubscribed. Last year, CalSTA received 45 applications totaling grant requests of over \$2.4 billion. The Agency was only able to fund 17 projects totaling \$500 million in grant funds. While many of Metro’s Measure M rail projects including the West Santa Ana Branch light rail transit project, have benefited from the TIRCP, action by the State Legislature to greatly enhance the



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revenue capacity of the program could enable Metro to accelerate their rail capital investments transforming “shovel worthy projects into shovel ready projects.”

It seems important that we look at ways to help our state “grow the transit pot” and increase available levels of funding for our transportation corridor. At the same time, with the Biden-Harris Administration announcement of the “American Jobs Plan” with a significant commitment to infrastructure, there is an opportunity to support a joint effort at both the state and federal level to develop a new federal surface transportation bill and support the President’s jobs and “Justice 40” Initiative with the goal of delivering 40 percent of the overall benefits of relevant federal investments to disadvantaged communities. It is critical to support the proposed growth in the federal “Capital Investment Grant Program (CIG). This Federal Transit Administration (FTA) administered “New Starts” program is essential to demonstrating the federal government’s on-going funding commitment to rail transit projects serving Los Angeles, including the West Santa Ana Branch.

Staff suggests looking for actions that will provide an opportunity for the State to increase and leverage TIRCP grant funds and for Metro to leverage Measure M funds to expand the rail transit system to meet the mobility needs of equity focused communities, reducing the transportation sector’s GHG footprint, and generate new economic opportunities.

In addition, staff suggests working closely with our state legislators on partnership opportunities. This includes projects beyond just transportation. For example, there are discussions around a proposed Rio Hondo Station. This station also includes project concepts related to a community center and also access to the Los Angeles River which all can benefit from access to the West Santa Ana Branch Light Rail Transit Project.

RECOMMENDATION

It is recommended that the Board:

1. Discuss information presented and offer action items; and/or
2. Receive and file the item

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AGENDA REPORT

TO: Members of Eco-Rapid Transit Board of Directors
FROM: Michael Kodama, Executive Director
DATE: May 12, 2021
SUBJECT: **UPDATE AND/OR ACTION REGARDING FEDERAL TRANSPORTATION FUNDING**

Public comments on items on the agenda will be taken at the time the item is called and are limited to 3 minutes per speaker

ISSUE

Staff is providing an update to the Legislative Sub-Committee on Federal Transportation Funding issues and seeks input for the Eco-Rapid Transit Board of Directors.

BACKGROUND

There is an opportunity to work together with the Los Angeles County Metropolitan Transportation Authority (Metro) and Gateway Cities Council of Governments to secure federal funding for the West Santa Ana Branch. Currently, the Biden-Harris Administration's "American Jobs Plan" has a significant commitment to infrastructure. In addition, leadership of the House of Representatives have the stated an urgency in passing a major surface transportation reauthorization funding bill.

During the last session of Congress, the House of Representatives took action to pass, the "Investing in New Vision for the Environment and Surface Transportation in America Act" (*INVEST Act*), which was incorporated into the "Moving Forward Act". As the House considers a passage of a new infrastructure funding bill, key provisions of the *INVEST Act* includes the proposed growth in the "Capital Investment Grant Program (CIG). This Federal Transit Administration (FTA) administered "New Starts" program is essential to demonstrating the federal government's on-going funding commitment to rail transit projects serving our metropolitan areas which reduce GHG emissions, provide enhanced access to economic development and job opportunities, and support transit-oriented communities including affordable housing. Additionally, the CIG provisions raised the federal cost-share back to the traditional eighty-percent (80%) while providing incentives to local transit agencies for higher local matches. A key aspect of the House approved CIG provisions is streamlining the FTA New Start approval process and enhancing program certainty by requiring new transparency measures to help applicants know where they stand in the grant approval process. Another important provision of the *INVEST Act* is to create a new affordable housing incentive and directs FTA to boost a New Start grant applicants rating "if the applicant demonstrates substantial efforts to preserve or encourage affordable housing near the project." This Federal Transit Administration (FTA) administered "New Starts" program is essential to demonstrating the federal



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government's on-going funding commitment to rail transit projects serving Los Angeles, including the West Santa Ana Branch.

This funding opportunity is critical for the successful implementation of the West Santa Ana Branch project and will provide needed funding for Metro to implement their Measure M rail transit investment program, which includes the West Santa Ana Branch project. This past month, the Metro Board of Directors approved the West Santa Branch Transit Corridor as one of Metro's next priority projects for the Federal Transit Administration (FTA) Capital Investment Grants (CIG) or New Starts Program.

At the same time, President Biden is leading an effort to develop a new federal "Justice 40" Initiative with the goal of delivering 40 percent of the overall benefits of relevant federal investments to disadvantaged communities. The initiative would track performance toward that goal through the establishment of an Environmental Justice Scorecard. The Executive Order initiates development of a Climate and Environmental Justice Screening Tool to help inform equitable decision making across the federal government. Please note that the "Justice 40" provisions of the Executive Order have not been developed by the Council on Environmental Quality nor circulated for comment. At this point, it is still unclear how the provisions will be addressed as part of the Congressional Reauthorization funding bill.

RECOMMENDATION

It is recommended that the Board:

1. Discuss information presented and offer action items; and/or
2. Receive and file the item